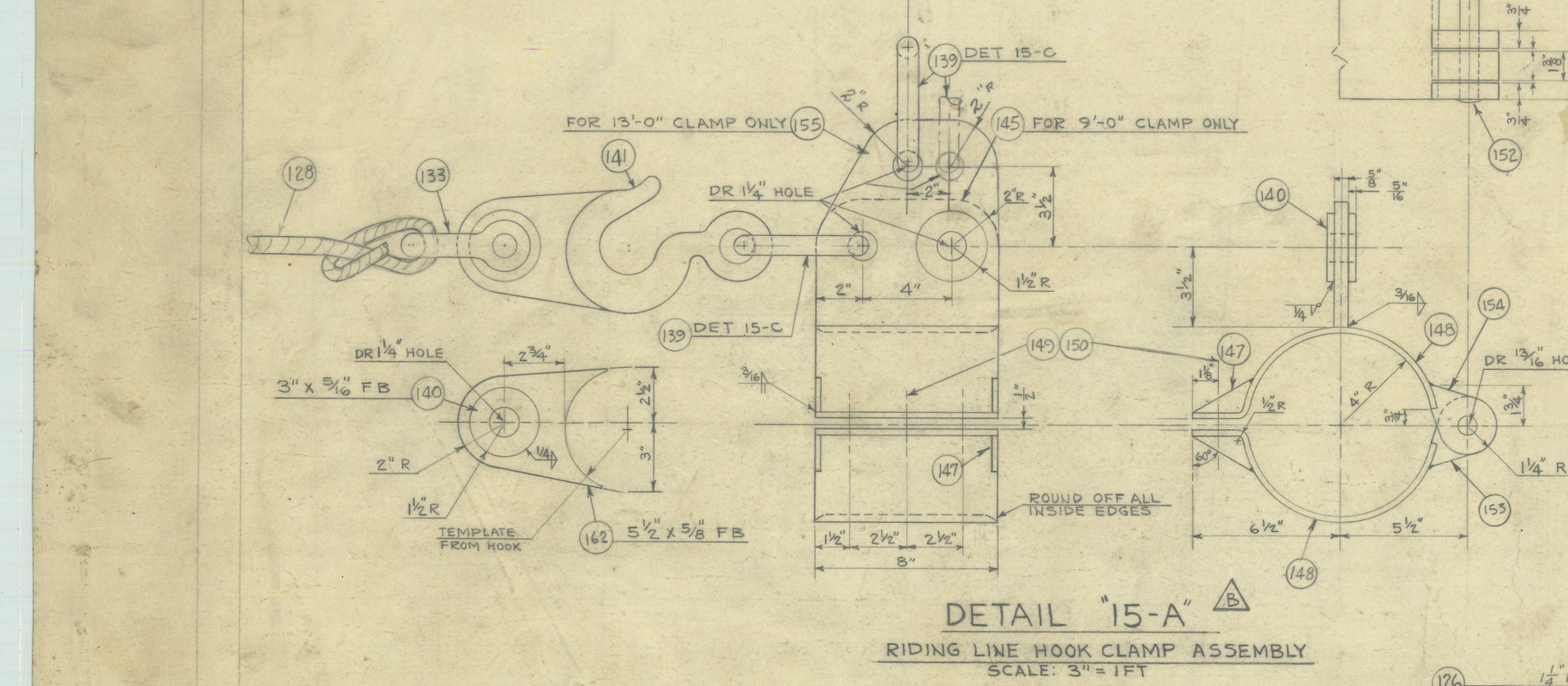
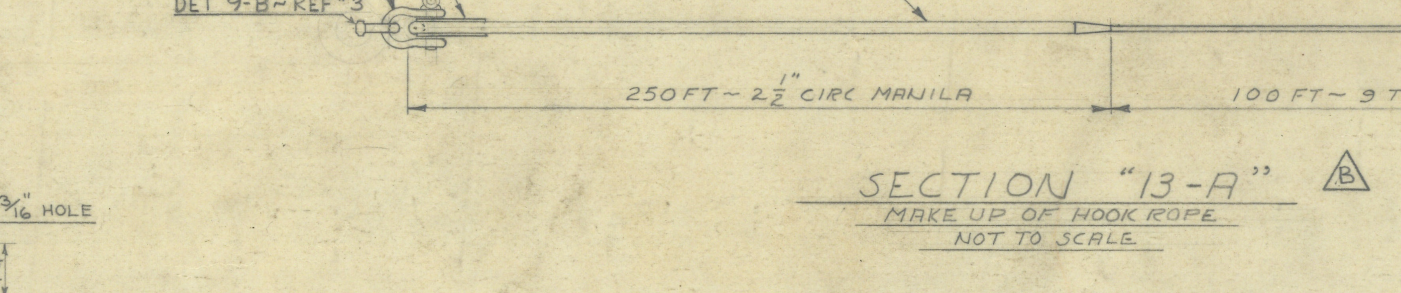
139
139

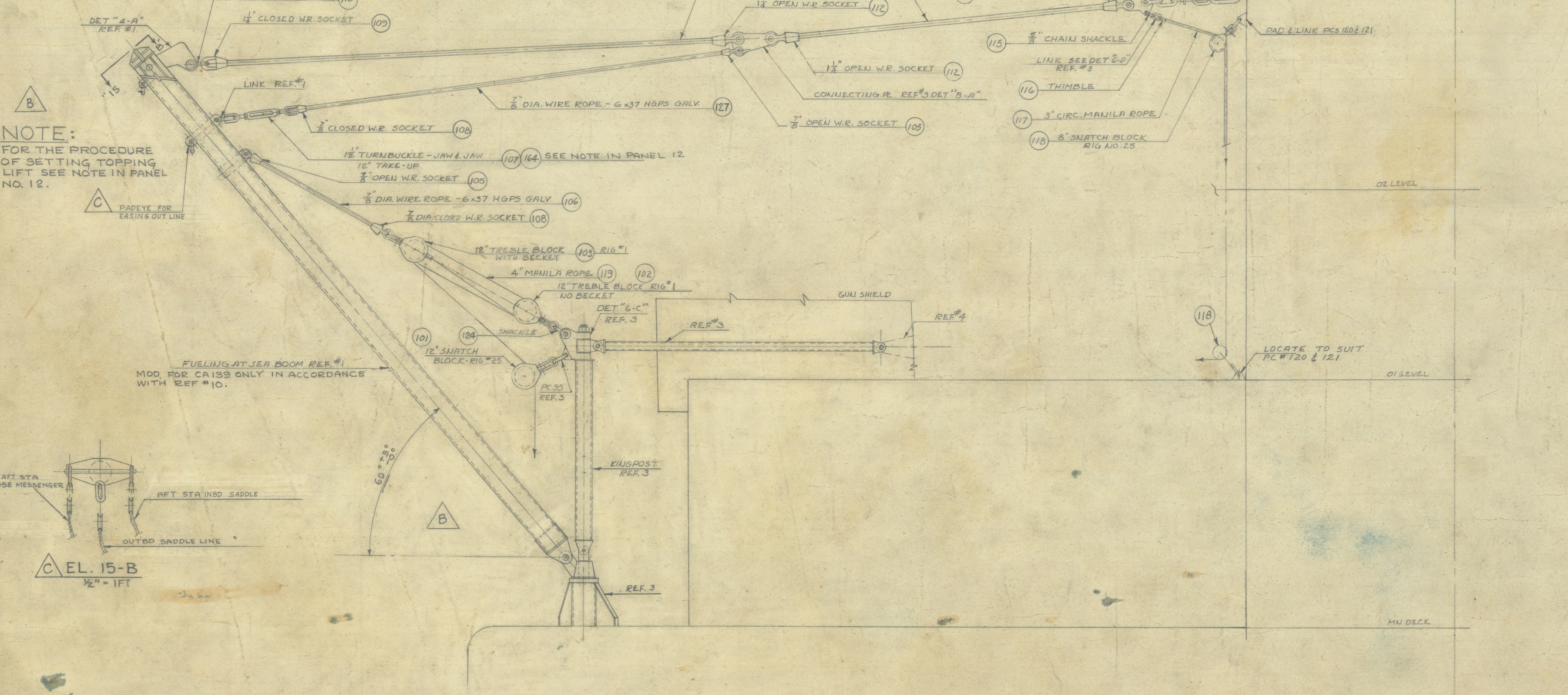


DETAIL "15-A"
RIDING LINE HOOK CLAMP ASSEMBLY
SCALE: 3" = 1FT

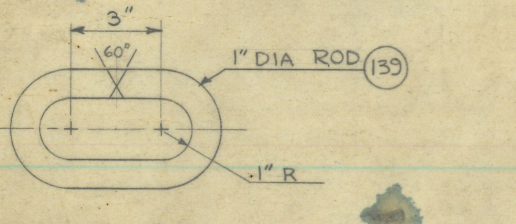


SECTION "13-A"
MAKE UP OF HOOK ROPE
NOT TO SCALE

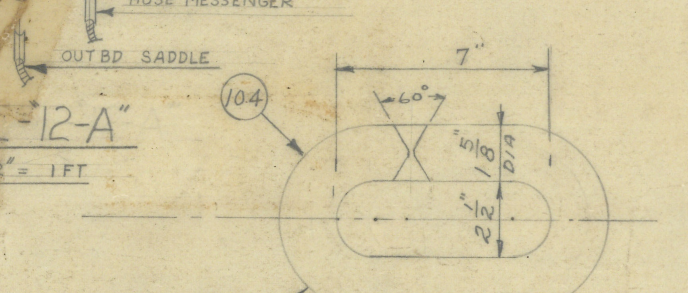
NOTE:
FOR THE PROCEDURE OF SETTING TOPPING LIFT SEE NOTE IN PANEL NO. 12.

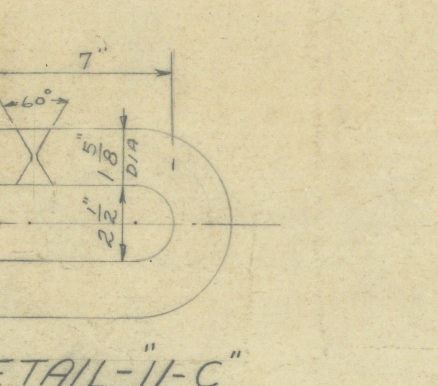

DET "4-A" REF. #1
1¾" CHAIN SHACKLE 110
1¼" CLOSED W.R. SOCKET 109
1¼" DIA. W.R. - 6×37 HGPS GALV. 126 111
1¼" OPEN W.R. SOCKET 112
LINK REF. #1
7/8" DIA. WIRE ROPE - 6×37 HGPS GALV. 127
7/8" CLOSED W.R. SOCKET 108
1½" TURNBUCKLE - JAW & JAW 12" TAKE-UP 107 164 SEE NOTE IN PANEL 12
7/8" OPEN W.R. SOCKET 105
7/8" DIA. WIRE ROPE - 6×37 HGPS GALV 106
7/8 DIA CLOSED W.R. SOCKET 108
12" TREBLE BLOCK WITH BECKET 103 RIG #1
4" MANILA ROPE 119 102
12" TREBLE BLOCK RIG #1 NO BECKET
DET "6-C" REF. 3
124 SHACKLE
101 12" SNATCH BLOCK - RIG #25
PC 35 REF. 3
FUELING AT SEA BOOM REF #1 MOD. FOR CA139 ONLY IN ACCORDANCE WITH REF #10.
GUN SHIELD
REF #3
REF #4
KINGPOST REF. 3
REF. 3
60° ±3° -0°
113 1" PELICAN HOOK
104 LINK - SEE DET "11-C"
114 1½" CHAIN SHACKLE
FLOUNDER PL REF #3 DET "7-F"
112 1¼" OPEN W.R. SOCKET
115 5/8" CHAIN SHACKLE
LINK SEE DET "6-D" REF. #3
116 THIMBLE
117 3" CIRC. MANILA ROPE
118 8" SNATCH BLOCK RIG NO. 25
CONNECTING PL. REF #3 DET "8-A"
7/8" OPEN W.R. SOCKET 105
LOCATE TO SUIT PCS 120 & 121
LINK - REF #4
PAD - REF #4
PAD & LINK PCS 120 & 121
℄ SHIP
03 LEVEL
02 LEVEL
01 LEVEL
MN DECK
118
LOCATE TO SUIT PC #120 & 121
C PADEYE FOR EASING OUT LINE
AFT STA HOSE MESSENGER
AFT STA INBD SADDLE
OUTBD SADDLE LINE
C EL. 15-B
½" = 1FT

SECTION "14-A"
AFT STATION - LOOKING AFT
STBD SIDE SHOWN - PORT SIDE SIMILAR TO OPPOSITE HAND
SCALE ½" = 1'-0"

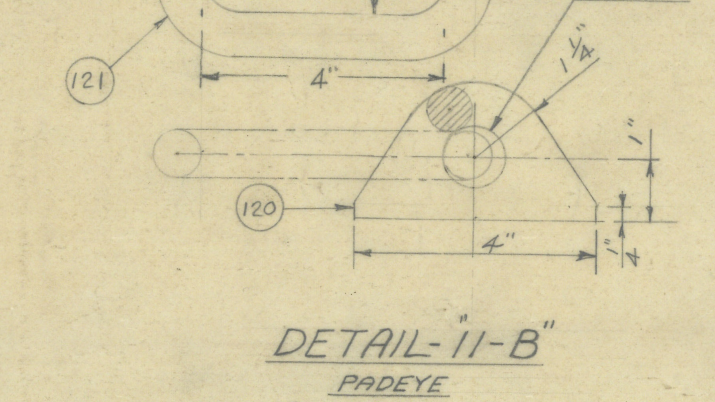


DETAIL "15-C"
LONG LINK
SCALE: 3" = 1FT

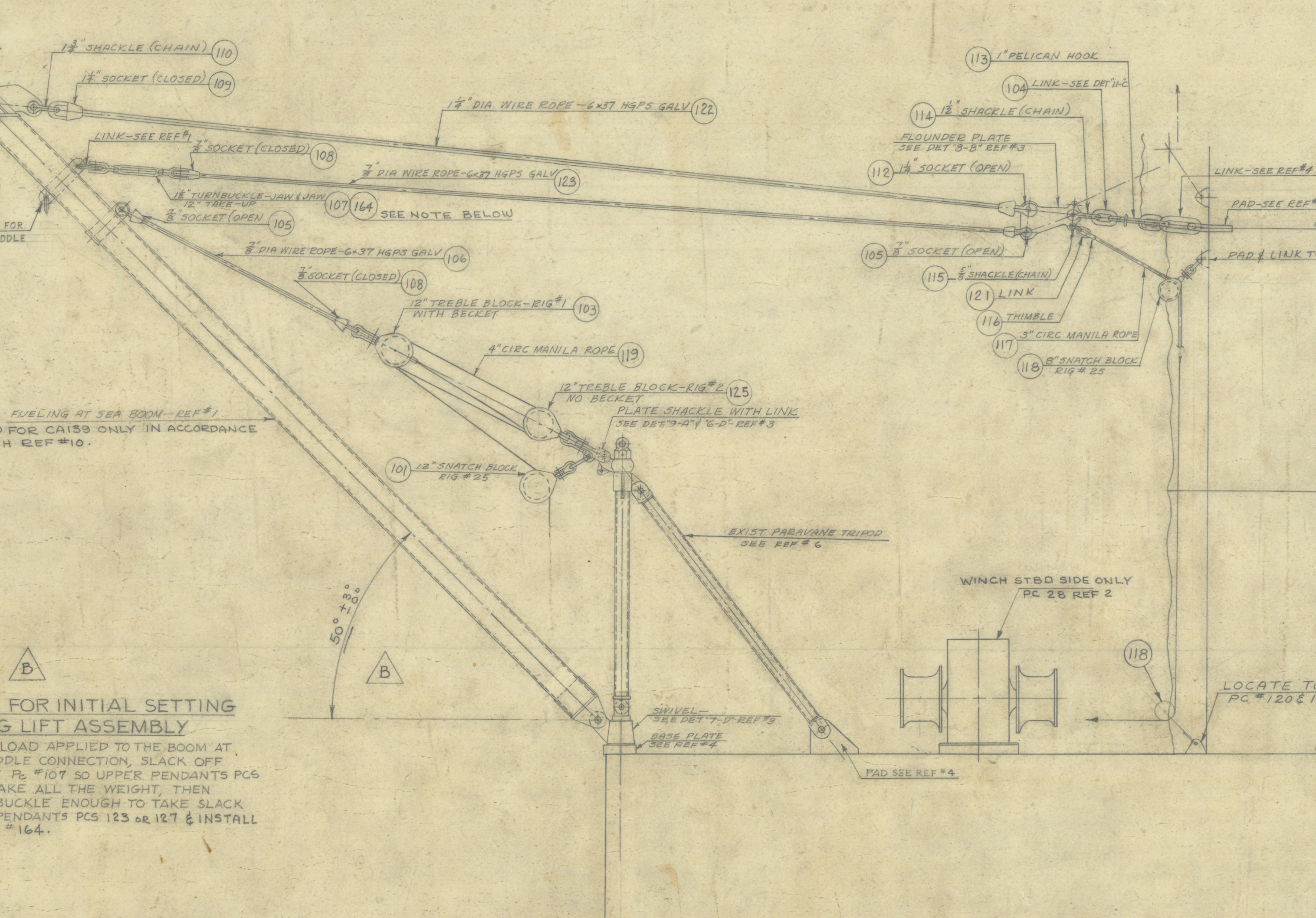




DETAIL "11-C"
LINK
SCALE: 3" = 1FT

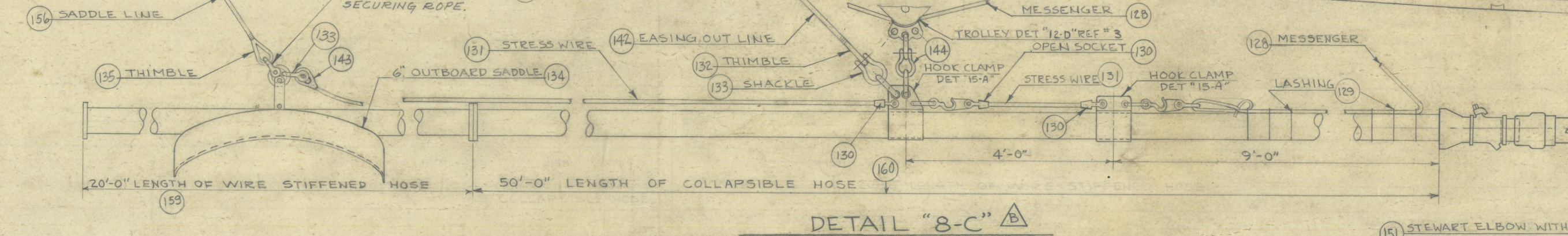


DETAIL "11-B"
PADEYE
SCALE 6" = 1FT

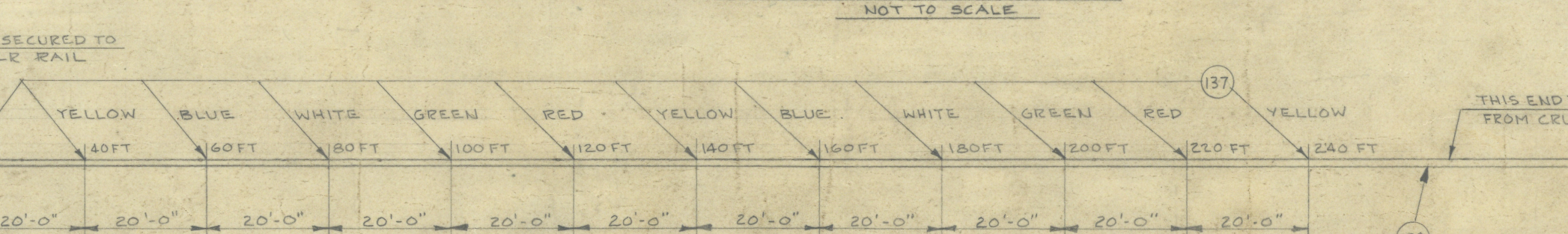

1¾" SHACKLE (CHAIN) 110
1¼" SOCKET (CLOSED) 109
1¼" DIA WIRE ROPE - 6×37 HGPS GALV 122
LINK - SEE REF #1
7/8" SOCKET (CLOSED) 108
7/8" DIA WIRE ROPE - 6×37 HGPS GALV 123
1½" TURNBUCKLE - JAW & JAW 12" TAKE-UP 107 164 SEE NOTE BELOW
7/8" SOCKET (OPEN) 105
C PADEYE FOR INBD SADDLE
7/8" DIA WIRE ROPE - 6×37 HGPS GALV 106
7/8" SOCKET (CLOSED) 108
12" TREBLE BLOCK - RIG #1 WITH BECKET 103
4" CIRC MANILA ROPE 119
12" TREBLE BLOCK - RIG #2 NO BECKET 125
PLATE SHACKLE WITH LINK SEE DET "9-A" & "6-D" - REF #3
101 12" SNATCH BLOCK RIG #25
FUELING AT SEA BOOM - REF #1 MOD FOR CA139 ONLY IN ACCORDANCE WITH REF #10.
EXIST PARAVANE TRIPOD SEE REF #6
SWIVEL - SEE DET "7-F" REF #3
BASE PLATE SEE REF #4
PAD SEE REF #4
50° ±3°
WINCH STBD SIDE ONLY PC 28 REF 2
118
LOCATE TO SUIT PC #120 & 121
113 1" PELICAN HOOK
104 LINK - SEE DET "11-C"
114 1½" SHACKLE (CHAIN)
FLOUNDER PLATE SEE DET "8-B" REF #3
112 1¼" SOCKET (OPEN)
105 7/8" SOCKET (OPEN)
115 5/8" SHACKLE (CHAIN)
121 LINK
116 THIMBLE
117 3" CIRC MANILA ROPE
118 8" SNATCH BLOCK RIG #25
LINK - SEE REF #4
PAD - SEE REF #4
PAD & LINK TO SUIT PC 120 & 121
℄ SHIP
03 LEVEL
02 LEVEL
01 LEVEL
MAIN DECK

NOTE
PROCEDURE FOR INITIAL SETTING OF TOPPING LIFT ASSEMBLY
WITH A 5000 # LOAD APPLIED TO THE BOOM AT THE OUTB'D SADDLE CONNECTION, SLACK OFF ON TURNBUCKLE Pc #107 SO UPPER PENDANTS PCS 122 OR 126 WILL TAKE ALL THE WEIGHT, THEN TIGHTEN TURNBUCKLE ENOUGH TO TAKE SLACK OUT OF LOWER PENDANTS PCS 123 OR 127 & INSTALL LOCKING PIECES #164.

SECTION "11-A"
LOOKING AFT - FWD STATION
STBD SIDE SHOWN - PORT SIDE SIM TO OPP HAND
SCALE: ½" = 1'-0"

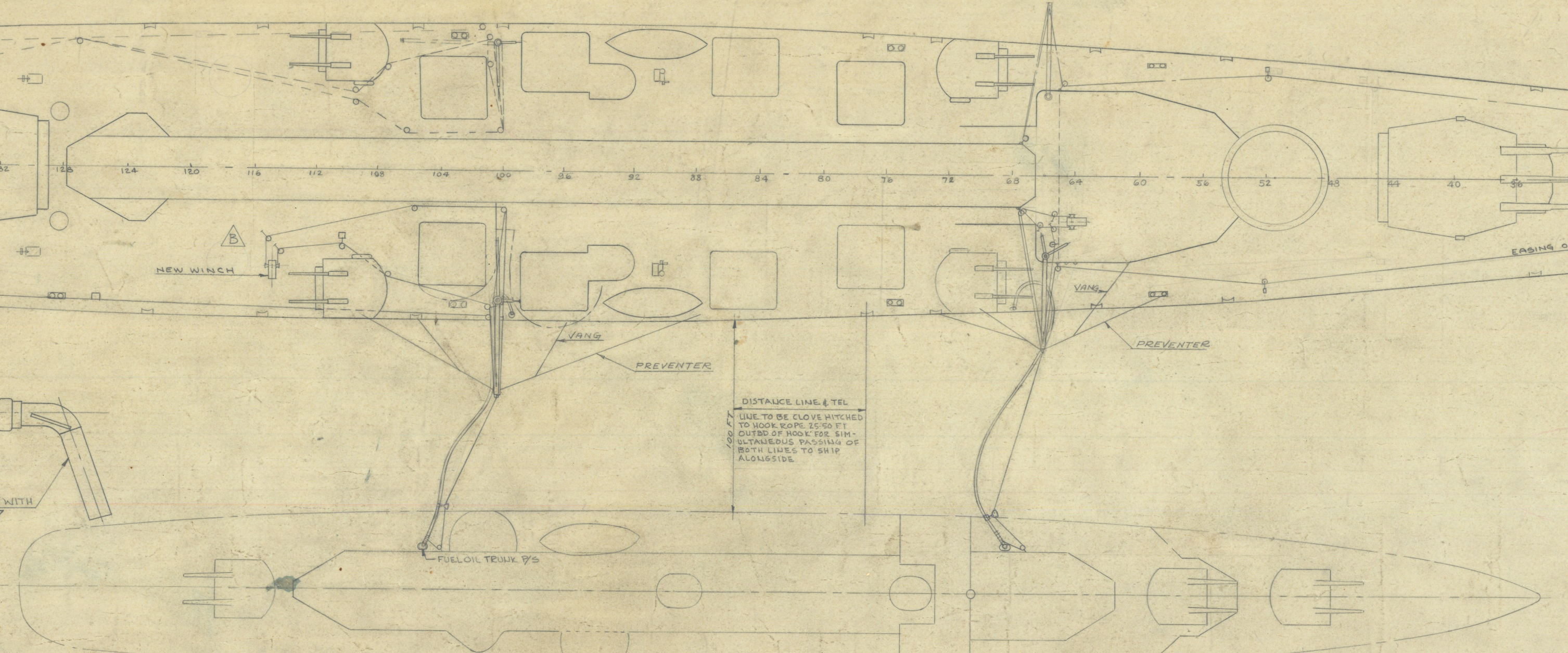

ON INBD & OUTBD SADDLE LINES PC'S NO. 136 & 156 MAKE SHACKLE INTO THIMBLE BEFORE SECURING ROPE. 133
156 SADDLE LINE
135 THIMBLE
133
143
6" OUTBOARD SADDLE 134
131 STRESS WIRE
142 EASING OUT LINE
132 THIMBLE
133 SHACKLE
MESSENGER 128
TROLLEY DET "12-D" REF #3
144
HOOK CLAMP DET "15-A"
OPEN SOCKET 130
STRESS WIRE 131
HOOK CLAMP DET "15-A"
130
128 MESSENGER
LASHING 129
4'-0"
9'-0"
20'-0" LENGTH OF WIRE STIFFENED HOSE 159
50'-0" LENGTH OF COLLAPSIBLE HOSE 160
151 STEWART ELBOW WITH VALVE REF #7

DETAIL "8-C"
MAKE UP OF FUEL OIL HOSE & ARRANGEMENT OF MESSENGER SADDLES, & RIDING LINE HOOK CLAMP
NOT TO SCALE

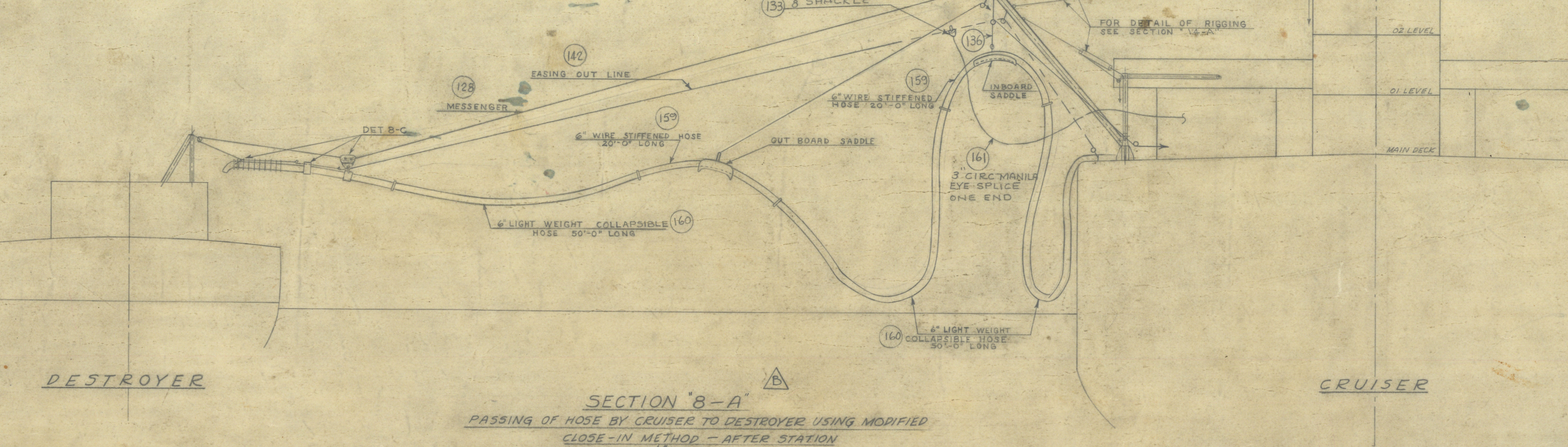


DETAIL "8-B"
MAKE UP OF DISTANCE LINE
NOT TO SCALE

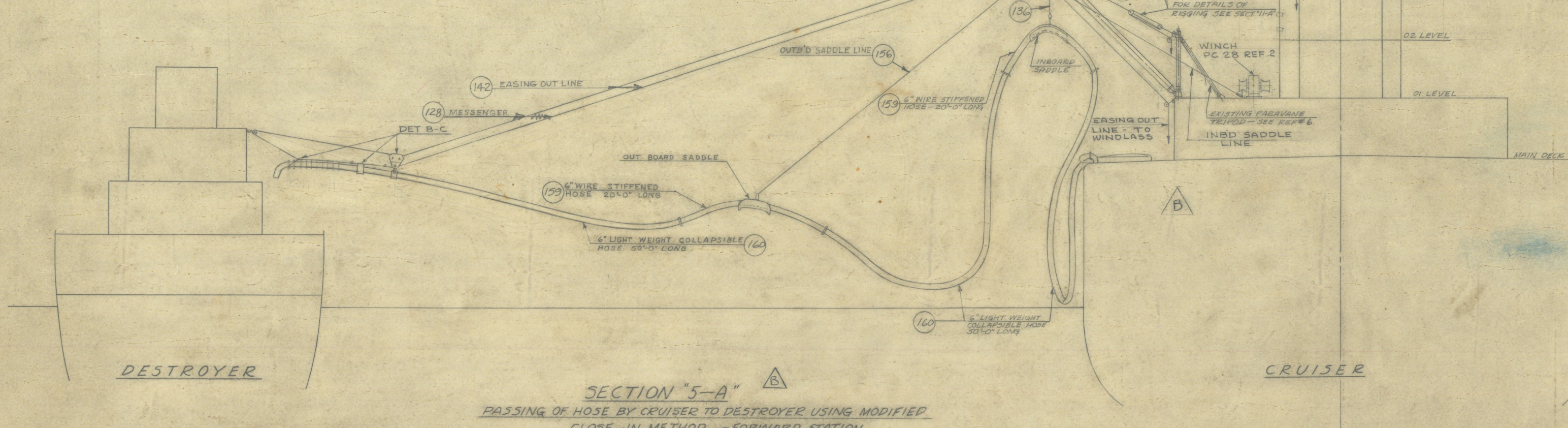
DISTANCE LINE MARKERS ARE TO BE MADE OF PAINTED CANVAS, 8"×10", WITH 6" NUMERALS STENCILED ON THE CORRESPONDING COLORED MARKER AND SECURED TO THE DISTANCE LINE AS SHOWN. THE DISTANCE LINE IS TO BE PLACED SO THAT IT IS IN CLEAR VIEW OF THE CONNING OFFICER OF BOTH SHIPS.


NEW WINCH
EASING OUT LINE
VANG
PREVENTER
DISTANCE LINE & TEL
LINE TO BE CLOVE HITCHED TO HOOK ROPE 25-50 FT OUTBD OF HOOK FOR SIMULTANEOUS PASSING OF BOTH LINES TO SHIP ALONGSIDE
100 FT
FUEL OIL TRUNK P/S

DETAIL "6-A"
PLAN FOR FUELING AT SEA BETWEEN CA134 CLASS AND DESTROYER
SCALE: 1/16" = 1'-0"


25' FUELING AT SEA BOOM SEE REF #1
C
133 7/8" SHACKLE
FOR DETAIL OF RIGGING SEE SECTION "14-A"
136
142 EASING OUT LINE
128 MESSENGER
159 6" WIRE STIFFENED HOSE 20'-0" LONG
INBOARD SADDLE
DET 8-C
159 6" WIRE STIFFENED HOSE 20'-0" LONG
OUT BOARD SADDLE
161 3" CIRC MANILA EYE SPLICE ONE END
6" LIGHT WEIGHT COLLAPSIBLE HOSE 50'-0" LONG 160
160 6" LIGHT WEIGHT COLLAPSIBLE HOSE 50'-0" LONG
03 LEVEL
02 LEVEL
01 LEVEL
MAIN DECK
DESTROYER
CRUISER

SECTION "8-A"
PASSING OF HOSE BY CRUISER TO DESTROYER USING MODIFIED CLOSE-IN METHOD - AFTER STATION
SCALE: 1/8" = 1'-0"


25' FUELING-AT-SEA BOOM SEE REF #1
128
156
FOR DETAILS OF RIGGING SEE SECT "11-A"
136
OUTB'D SADDLE LINE 156
INBOARD SADDLE
WINCH PC 28 REF 2
142 EASING OUT LINE
128 MESSENGER
DET 8-C
159 6" WIRE STIFFENED HOSE 20'-0" LONG
OUT BOARD SADDLE
159 6" WIRE STIFFENED HOSE 20'-0" LONG
6" LIGHT WEIGHT COLLAPSIBLE HOSE 50'-0" LONG 160
160 6" LIGHT WEIGHT COLLAPSIBLE HOSE 50'-0" LONG
EASING OUT LINE - TO WINDLASS
EXISTING PARAVANE TRIPOD - SEE REF #6
INBD SADDLE LINE
03 LEVEL
02 LEVEL
01 LEVEL
MAIN DECK
DESTROYER
CRUISER

SECTION "5-A"
PASSING OF HOSE BY CRUISER TO DESTROYER USING MODIFIED CLOSE-IN METHOD - FORWARD STATION
SCALE: 1/8" = 1'-0"

LIST OF MATERIAL
QUANTITY FOR ONE SHIP

	PC NO	NAME	QUANTITY	MATERIAL	SPEC. OR STD STOCK NO.	REMARKS
A	101	12" SNATCH BLOCK	4	WOOD	G19-B-30030	RIG # 25
A	102	12" TREBLE BLOCK	1	WOOD	G19-B-27840	RIG # 1 WITHOUT BECKET
B A	103	12" TREBLE BLOCK	2	WOOD	G19-B-27640	RIG # 1 WITH BECKET
	104	LINK	2	STL GALV	MIL-S-20166	1 7/8" DIA DET "11-C"
A	105	OPEN SOCKET	4	STL GALV	G12-S-3950-570	FOR 7/8" WIRE ROPE
A	106	TOPPING LIFT PENDANT 7/8" W.R.	2	6×37 HGPS GALV	G22-R-1870	LGTH OF PENDANT 6'-6" INCL SOCKETS
A	107	1½" TURNBUCKLE	2	STL GALV	G12-T-3325	JAW & JAW 12" TAKEUP
A	108	CLOSED SOCKET	4	STL GALV	G12-S-3817-570	FOR 7/8" WIRE ROPE
A	109	CLOSED SOCKET	2	6×37 HGPS GALV	G12-S-3817-600	FOR 1¼" WIRE ROPE
A	110	CHAIN SHACKLE 1¾" (SAFETY)	2	STL GALV	—	SEE THOMAS LAUGHLIN CAT. # 150 SIM FIG G2150
A	111	TOPPING LIFT PENDANT	1	6×37 HGPS GALV	G22-R-1885	1¼" WIRE ROPE 14'-0" LONG
A	112	OPEN SOCKET	4	STL GALV	G12-S-3950-600	FOR 1¼" WIRE ROPE
A	113	PELICAN HOOK	2	STL	G12-H-2082	FOR 1" WIRE ROPE
A	114	CHAIN SHACKLE 1½" (SAFETY)	2	STL GALV	—	SEE THOMAS LAUGHLIN CAT. # 150 SIM FIG G2130
A	115	CHAIN SHACKLE 5/8"	2	STL GALV	G12-S-1399	SCREW PIN
B A	116	THIMBLE	2	STL GALV	FFT-276	FOR 3" MANILA ROPE
A	117	FALLS 3" CIRC	2	MANILA	MIL-R-16060	100' LONG
A	118	8" SNATCH BLOCK	4	WOOD	G19-B-30015	RIG # 25
A	119	FALLS 4" CIRC	2	MANILA	MIL-R-16060	350' EACH
	120	PAD	12	MED STL	MIL-S-16113	30.6 # PL DET "11-B"
	121	LINK	14	MED STL	MIL-S-20166	¾" DIA ROD DET "11-B"
A	122	TOPPING LIFT	1	6×37 HGPS GALV	G12-S-3950-570	1¼" WIRE ROPE LG TO SUIT
A	123	TOPPING LIFT	1	6×37 HGPS GALV	G12-S-3950-570	7/8" WIRE ROPE LG TO SUIT
B A	124	SHACKLE	1	STL GALV	—	PC # 24 - REF # 5 FOR PC 102
A	125	12" TREBLE BLOCK	1	WOOD	G19-B-27840	RIG # 2 WITHOUT BECKET
A	126	TOPPING LIFT	1	6×37 HGPS GALV	G22-R-1885	1¼" WIRE ROPE LG TO SUIT
A	127	TOPPING LIFT	1	6×37 HGPS GALV	G22-R-1870	7/8" WIRE ROPE LG TO SUIT
A	128	MESSENGER	2	MANILA	MIL-R-16060	4" CIRC L = 575 FT EACH
A	129	LASHING	AS REQ'D	MANILA	"	1½" CIRC (21 THREAD)
A	130	OPEN SOCKET	6	STL	G12-S-3950-550	FOR 5/8" DIA WIRE
A	131	STRESS WIRE	2	STL GALV	G22-R-1670	5/8" DIA WIRE 6×19 HGPS L = TO SUIT
B A	132	THIMBLE	2	STL	FFT-276	FOR 4" CIRC MANILA
A	133	SHACKLE 7/8" (SAFETY)	20	STL	—	SEE THOMAS LAUGHLIN CAT. # 150 SIM FIG G2130
A	134	SADDLE COMP.	4	STL	—	FOR 6" HOSE
A	135	THIMBLE	4	STL	FFT-276	FOR 5" CIRC MANILA
A	136	SADDLE LINE (INBD)	2	MANILA	MIL-R-16060	4½" CIRC L = 375 FT EACH
A	137	DISTANCE MARKERS	24	CANVAS	24-C-20	8"×10"
A	138	DISTANCE LINE	2	MANILA	MIL-R-16060	1½" CIRC (21 THD) L = 300 FT
	139	LINK	8	STL GALV	MIL-S-20166	1" DIA ROD L = 20"
	140	BOSS	16	STL GALV	MIL-S-20166	5/16" FB × 3" OD × 1¼" ID
A	141	HOOK	4	STL	—	SEE THOMAS LAUGHLIN CAT. # 150 SIZE 30 FIG S-320
B A	142	EASING OUT LINE	2	MANILA	MIL-R-16060	4" CIRC L = 400 FT EACH
A	143	CLOSED SOCKET	2	STL GALV	G12-S-3817-550	FOR 5/8" WIRE ROPE
A	144	SHACKLE ¾" (SAFETY)	2	STL	—	SEE THOMAS LAUGHLIN CAT. # 150 SIM FIG G2130
	145	PAD (9'-0" CLAMP)	2	STL GALV	MIL-S-20166	5/8" × 5½" FB L = 8"
A	146	HOOK ROPE	2	MANILA	MIL-R-16060	1" CIRC (9 THREAD) L = 100 FT TAIL SPLICE TO PC 158
	147	BRACKET	16	STL GALV	MIL-S-20166	2" × 3/16" FB L = 3"
	148	HOOK CLAMP	8	STL GALV	MIL-S-16113	10.2 # PL DET "15-A"
	149	HEX HD BOLT	12	STL GALV	G43-B-15618 5859	5/8" - 11NC-2 L = 2"
	150	HEX HD NUT	12	STL GALV	G43-N-6926 62	FOR PC 149
A	151	STEWART ELBOW, MOD	2	STL	—	REF # 7
	152	HINGE PIN	4	CRES	MIL-S-853C17	¾" DIA ROD
	153	HINGE LUG	16	STL GALV	MIL-S-20166	¾" FB CUT TO SUIT
	154	HINGE LUG	8	STL GALV	MIL-S-20166	1 3/8" FB CUT TO SUIT
	155	PAD (13'-0" CLAMP)	2	STL GALV	MIL-S-20166	8" × 5/8" FB L = 9"
A	156	SADDLE LINE (OUTBD)	2	MANILA	MIL-R-16060	5" CIRC LG = 400 FT EACH
A	157	THIMBLE	2	STL GALV	FFT-276	FOR 2½" MANILA
A	158	HOOK ROPE	2	MANILA	MIL-R-16060	2½" CIRC MANILA L = 250 FT
B A	159	6" WIRE STIFFENED HOSE	4 LGT'HS	RUBBER	G33-H-598-30	20 FT LENGTH
A	160	6" COLLAPSIBLE HOSE	9 LGT'HS	RUBBER	G33-H-595-830	50 FT LENGTH (THREE SPARES)
A	161	HOSE END RETRIEVER	1	MANILA	MIL-R-16060	3" CIRC LG = 250 FT
	162	PAD (HOOK)	4	STL GALV	MIL-S-20166	5½" × 5/8" F.B L = 7"
A	163	SHACKLE, 5/8" ANCHOR	2	STL	G12-S-2590	FOR PC. 157
B	164	LOCKING PIECE	4	BRASS	46-B-6	PCS # 6 & 17 REF # 9

"AREA 25 SQ. FT."

REVISIONS

REV.	ZONE	DESCRIPTION	BY	DATE	APPD.
B21	2'7' 8' 13' 15'	DESIGN DEVELOPMENT - THE FOLLOWING ITEMS IN L/M CHANGED: Pc # 103 FROM RIG 2 TO RIG 1, REMARKS ON Pc # 116 FROM "FOR 1" ROPE" TO "FOR 3" ROPE", Pc # 124 QTY FROM 2 TO 1, REMARKS ON Pc 124 FROM "FOR Pc # 125" TO "FOR Pc # 102", QTY OF Pc 130 FROM 6 TO 4, QTY OF Pc # 132 FROM 4 TO 2, QTY OF Pc # 133 FROM 10 TO 20, QTY OF Pc # 135 FROM 10 TO 4, CHANGED Pc # 143 FROM THIMBLE TO 5/8" CLOSED SOCKET, QTY OF Pc # 139 FROM 6 TO 8, QTY OF Pc # 144 FROM 10 TO 2, SHACKLE SIZE Pc 144 FROM 7/8" TO ¾", Pc # 145 CHANGED NAME, LENGTH OF Pc # 155 CHANGED FROM 11" TO 9". - THE FOLLOWING ITEMS ADDED: IN NAME COLUMN Pc # 155 ADDED "13'-0" CLAMP", Pc # 157, Pc # 158, Pc # 161, Pc # 162, Pc # 163 - THE FOLLOWING MODIFIED: SECT 5-A, SECT 8-A, SECT 8-C, SECT 13-A, DET 15-A & 11-C.	PRB MM a/m	4/1/54	L.J.W.
		THE ABOVE PORTION OF THIS ALTERATION WAS ACCOMPLISHED DURING THE CA139 AVAILABILITY NOV. 1953 TO FEB 1954	C.A C.J.S		
B10	3' 1' 4'-5'-7' 11'-12' 11'15' 15'	THE BALANCE OF THIS ALTERATION IS A DESIGN IMPROVEMENT INCIDENT TO THE INSTALLATION OF TWO ADDITIONAL WINCHES IN L/M Pc # 164 ADDED REFERENCES 8, 9 & 10 ADDED SECTIONS "5-A", DET "6-A" MOD SECTION "11-A" & "14-A" MODIFIED. ANGLE OF BOOM CHANGED. WGT & MOMENT ADDED. NOTE ADDED IN PANEL 15			
C6	3' 8' 12' 12' 15' 15'	DESIGN IMPROVEMENT: IN L/M Pc # 101 QUANTITY CHANGED FROM 2 TO 4 ARRGT OF LINES MODIFIED IN SECT 8-A. INBD SADDLE PADEYE INDICATED IN SECT 11-A. ELEV 12-A ADDED. EASING OUT LINE PADEYE INDICATED IN SECT 14-A. ELEV-15-B MODIFIED.	JEP C.J.S. MM PRD	5/26/54	L.J.W.

REFERENCES

NO.	PLAN NO.	TITLE
10	CA139-S5501-1258627	MODIFICATION TO FUELING AT SEA BOOMS
9	S1801-668229	TYPE PLAN TURNBUCKLES FOR RIGGING
8	BU SHIPS No 3121203	WINCH-ELEC-DOUBLE GYPSY MODEL RC-30-5
7	CA134-S5501-1394818	FUELING AT SEA DELIVERY END HOSE FITTINGS & HOSE DOLLY
6	CA139-S8201-445460	PARAVANE GEAR DETAILS OF CRANE
5	BU NO.-S1801-860406	STD PLAN WOOD BLOCKS-12" TREBLE BLOCKS ARRGT. & DETAILS
4	CA139-S1107-1257169	STRUCTURAL SUPPORTS FOR KINGPOST & BOOMS
3	CA134-S5501-1257051	DETAILS (FUEL. AT SEA BET CRUISER & DESTROYER)
2	CA134-S5501-1257050	RIGGING ARRANGEMENTS (FUEL AT SEA)
1	TYPE-S5501-1257048	BOOM ASSEMBLY AND DETAILS (FUEL. AT SEA)

CALCULATED WEIGHT & MOMENT CHANGE FOR MATERIAL AND EQUIPMENT
W = TONS M = TONS FEET ABOVE BOTTOM OF KEEL

ALT.	(+ ADDED) W	(+ ADDED) M	(- REMOVED) W	(- REMOVED) M	RELOCATED M	NET W	NET M	ACCUMULATED NET W	ACCUMULATED NET M	DRAWING NOS.
	12.9	632.5				12.9	632.5			CA134-S5501-1257049 1352050 1352051

* DRAWINGS, SO MARKED, ARE NOT REQUIRED FOR PERFORMANCE OF WORK. THEY ARE AFFECTED BY THIS DRAWING, AND SHIP PLAN INDICES SHOULD SO STATE.

SHIP NO.	REMARKS
48	
39	
34	

APPLIES TO

AUTHORITY:
SHIPALT CA943
BU. LTR: CA134 (533) OF 22 APRIL 1953.
BU. SPDLTR: CA134 (533) OF 14 SEPT. 1953.

SATISFACTORY TO:
195

BOSTON NAVAL SHIPYARD
BOSTON, MASS.

EXAMINED	
HEAD ENG'R.	
DEPUTY HEAD ENG'R.	WMB (act'g)
BRANCH SUPV.	P.G. Sellars
SECT. SUPV.	M. MORRIL
CHECKED BY	C.J. SWEENEY
TRACED BY	
DRAWN BY	MELARAGNI ENOS

MODIFIED CLOSE-IN METHOD FUELING AT SEA BETWEEN CRUISER & DESTROYER ARRANGEMENT

APPROVED W. F. Wicks 14 JAN 1954
ASST DESIGN SUPERINTENDENT

BUREAU OF SHIPS NO.			REV.
CA134	S5501	1257049	C

SCALE: AS SHOWN SHEET OF

ISSUES 1954	1/4	1/15	4/1	5/26	6/25
ALT.		A	B	C	C
P. & E.	1	1	2	1	
ELECTRONICS PL.					
SHIP SUPT. CA139	1	1	1		
SHOP ML	2	2	2		
11	4	4	4		
23	2	2	2		
31	3	3	3		
72	1	3	3		
38			2		
BUSHIPS			2	2	
BUORD					
BUAER					
PORTSMOUTH					
NEW YORK					
PHILADELPHIA					
NORFOLK					
CHARLESTON					
LONG BEACH					
SAN FRANCISCO					
MARE ISLAND					
PUGET SOUND					
PEARL HARBOR					
SUP. SHIPS					
U.S.S. C.O. CA139	1	1	1	1	
CODE 2506	1	1	1	1	
2516		1	1		
259		1	1		

PRIORITY
ALSO ISSUE B/P TO C.O.S' OF OTHER VESSELS IF APPLICABLE AND WHEN AVAILABLE.
A = (ALLOWANCE MAT'L)
CODE 259 FAF REV A 1/13/54

PROD 54-515
J5901 6/0111

UNCLASSIFIED

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